

Comments
<i>From Title VI forms</i>
I'm concerned at the expenditure of public funds on a neighborhood that's already well-served in general. Replacing a deteriorating bridge is a good idea, but adding new surfacing to a perfectly usable – if often muddy – trail seems like overkill. However, I'm willing to believe some modification may be needed. But please let's keep this to an appropriate scale.
<ol style="list-style-type: none"> 1. Prefer to keep trail in present condition, with exception of improved drainage. 2. Support new sidewalk access to bridge. 3. Can support crushed stone surface but strongly oppose asphalt
I am against the paving of the trail to the east of the rec center. It seems unnecessary. It's a short part of the trail, a natural greenway, and there's already access via Sherier.
<p>I live in one of the last two houses to abut the trail portion of the project as it passes the Sherier/Nebraska Loop, and I am very excited that the trail is going in. The trail by my house has been plagued by poor drainage, and I am looking forward to this project addressing that issue.</p> <p>The staff at the April 10 meeting did a fantastic job presenting their work and patiently answering neighbor questions. I was delighted by both what they said and how they said it, and I can't wait to having the project go in. The design work is fantastic.</p> <p>I would love to see a sidewalk extend from MacArthur to the Capital Crescent trail along Arizona, but I recognize that is another project.</p>
<i>From comment sheets</i>
<p>Keep ramp on east side – very difficult to cross Arizona Ave. Mesh should not be chain link</p> <p>I prefer bluestone (for the trail). Decomposed granite would be nice without border.</p> <p>Very important – eliminate 5' wide extension past Sherier/Nebraska – bikes not allowed in Battery Kemble Park (NPS)</p> <p>Will you block truck access at Sherier/Neb? Truck access should only be at Chain Bridge to avoid trail damage</p>
<p>Please improve the walking trail, including children's bikes – no lights, signage, trash cans, benches – just a trail we can use.</p> <p>Yes trail – current muddy situation is awful – any new surface would be preferable for strollers, scooters, wheelchairs, walkers, youth bikers</p> <p>Yes – parallel chord box truss.</p> <p>Extend westbound sidewalk to Carolina Place</p> <p>Also will help with bugs/standing water</p> <p>Crushed stone preference</p>
<p>What is the lifespan? The existing bridge is new in my opinion and taxpayer \$ are spent needlessly when there is no maintenance. Please use low/no maintenance materials since DC is notorious for spending vast amounts of \$ with no funds for maintenance.</p> <p>I prefer the trail as it is with some drainage in wet areas</p> <p>Yes, several years ago the vast majority at a trail meeting and a survey wanted it left as is</p> <p>Why are you this when we have the C&O, existing trolley ROW, sidewalks, etc? Who owns the ROW?</p>
<p>Black color for bridge preferred</p> <p>Decomposed granite, pewter preferred</p> <p>Absolutely strongly oppose asphalt in any form</p>
<p>Parallel chord box truss works fine, in black</p> <p>I appreciate the effort to make the train as natural as possible</p> <p>I strongly object to this as an opening move to creating a bike path to Georgetown. I don't see the East trail section as a useful expenditure.</p>

Pedestrian Bridge Over Arizona Ave: Public Comments Received

Comments
<p>All of them (bridge options) look good. Pervious asphalt please (trail). No (no additional information needed) – build it now!</p>
<p>No chain link, please. Current design very ordinary. Would be nice to have a more innovative design. The trail is a treasure of green space. Wonderful for hiking and walking dogs. Bicycles would change that! Why do you need two access ramps?</p>
<p>Nonpervious surface along the trail Extend the sidewalk on Arizona from Sherier to Carolina Place NW</p>
<p>Please reconsider the ramp access on Sherier Place. This bridge access would impact significantly our family's privacy and security as well as potentially require tree removal. This aspect of the project is a want to have no something that needs to happen No – please do not put pedestrian access on the south side of Arizona at Sherier Place. This addition of pedestrian access would be detrimental Please no new pedestrian access ramp as it would impact our safety and security</p>
<p>It's scandalous to be spending this sort of money here when so many neighborhoods are hurting, can't even dream of a trail. Mud is good. Leave the trail as is. We don't need bicycles speeding on it as we walk dogs and kids play. The Palisades doesn't need any more hard surfaces, it's not downtown but a rustic neighborhood. Bikes already have a trail. Save your money for a <u>poor</u> neighborhood!</p>
<p>(bridge) I thought the horizontal slats were attractive as was the silver color. Two ramps are preferred to one as crossing Arizona at Sherier is a bit of a risk (trail) I would like as soft a material as possible as I plan on running on the trail. Your staff and contractors were very helpful, courteous, and informative. I have no outstanding questions.</p>
<i>From sticky notes placed on meeting boards</i>
<p>Let's enable more people to walk and ride their bikes to the Palisades Rec Center – please pave the trail</p>
<p>Please no paving – grading is fine! No lighting!</p>
<p>This is a fantastic public space and should be accessible to more people</p>
<p>No bike path! This is a treasured greenspace and hiking trail</p>
<p>No paving or lighting</p>
<p>Please no paving! This is a hiking trail!</p>
<p>Please pave the trail – more people need to be able to use it!</p>
<i>From emails submitted after the April 10 public meeting</i>
<p>As the public meeting changed I could not make it, but I have some concerns.</p> <p>. Why are we spending public resources in a bridge that is fixable? Didn't it will be more environment sound to keep it? .How much it will benefit the Palisades or damage it by encourage out of the city using it as a highway? . Why are you using the maximum clearance which probably will attract bigger trucks to a residential area that already suffering from high traffic in a I'll regulated area that causes a lot of safety and public health issues?</p>
<p>Good Afternoon Anna,</p> <p>My husband, Scott Hoffman and I live at XXX Galena place, NW DC – we are the one of the properties</p>

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<p>that would most be impacted by the proposed Palisades Trail Project (see picture of our house with trail attached). Please see below for some of our concerns/comments for the preliminary design phase of the project that was shared at the April 10th meeting (that we were unable to attend).</p> <ul style="list-style-type: none">• We have a major water issue coming down from the trail and flowing into our front yard, around our house and ending up by our back side door. When the rain is very hard this backs up into our basement. We would want to make sure there is drainage systems being built into the trail, if not the water issue will only get worse for many of the downhill neighbors• All of our bedrooms (see upper 3 windows) face the trail, the lighting must be low level or it will be bright lights in all of our kids bedrooms• Kids often play on this area of the trail so would be concerned about speed of bikes if trail is paved- what are surface options?• We have quite a large amount of mature landscaping on that side of our house, would like to understand construction process and how our fence/yard will be protected along with timing of construction <p>Happy to have a conversation about any of this and please let me know when the later phases public engagement meetings will be taking place. Thank you and talk soon!</p> <p>-Jamie</p> <p>Jamie Hoffman</p>
<p>Hello, Ms. Bentley --</p> <p>Thank you again for spending a few minutes with me yesterday to explain the overall context of the project and the charge given to the design team.</p> <p>My wife and I have lived on property adjoining the old trolley path for over 28 years. We raised two kids here who used the path frequently to meet friends or bike to school. My wife and I often use the path for walks through the neighborhood.</p> <p>My most emphatic point is that this path should remain a neighborhood connection path, not a through commuter bike road to downtown. Kids, older neighbors, joggers, and birdwatchers should feel safe as they use it to amble in the neighborhood. We already have the Capital Crescent Trail for commuters and do not need or want another.</p> <p>The neighborhood path should be designed to keep speeds low. In particular, I strongly support crushed gravel or granite as the surface for the path. The more natural-looking, the better. I oppose any sort of asphalt surface since it encourages excess speeds.</p> <p>I strongly support no lighting at all along the path. If lighting must be incorporated it should be very low level and unobtrusive. There should be no lights shining into windows of adjoining houses, including mine.</p> <p>My property is directly downhill from the old trolley path. Decades of erosion have sloped the old path downhill, leading to excess stormwater runoff problems for me and many other downhill neighbors. I</p>

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<p>have four sump pumps to help with the drainage; I know one neighbor who has five.</p> <p>The path should be designed carefully to capture uphill runoff and divert it appropriately to drains, not downhill properties.</p> <p>In summary I would support the project IF:</p> <ul style="list-style-type: none">-- The path remains a neighborhood connector, not a through commuter route-- The surface is crushed granite, not asphalt, and designed to keep speeds low-- No lighting is used. If lighting must be incorporated it should be low level and not shine into windows-- The path is designed to properly manage runoff and minimize drainage to downhill properties. <p>Last, I mentioned yesterday that the previous owner of my house is a litigating attorney. On behalf of nearby neighbors, he challenged the original construction of the Arizona Ave bridge. Their concerns were based on concerns similar to mine plus the complete absence of public participation at the time.</p> <p>That case was settled in 1982. The settlement captures the long-standing and consistent concerns of neighbors dating back decades. I'll attach that settlement for your information.</p> <p>Thank you again for your excellent outreach and willingness to listen. I look forward to meeting you at a future public meeting on the project. Please feel free to call or email me if I can assist in any way.</p> <p>Geoff Grubbs</p>
<p>I am a neighbor and frequently walk over the trail from Galena to the Palisades Park. I normally walk there with my dog. When my children were little it was a very safe and easy way to get to the park, whether they walked, biked, or i pushed the stroller.</p> <p>I am concerned that the surface could change from a natural dirt surface to asphalt. I think this would change the character of the neighborhood and the trail.</p> <p>I strongly believe the trail should retain its natural character, and frankly see nothing wrong with the way it is in the stretch from Galena to Arizona. From the park to Chain Bridge RD, it is frequently muddy and wet, and perhaps some improvements should be made there to make it more walkable. But I do not want an asphalt trail. This would look unnatural and completely change the character and experience of the trail and diminish the quality of my experience.</p> <p>Nothing about the current surface from Galena to Arizona makes it difficult for walkers, bikers, dogs, strollers and I really like it the way it is.</p> <p>I am an avid cyclist and am strongly opposed to this being paved with asphalt. I can take the CCT or ride on the road.</p> <p>Sincerely, Jill Minneman XXX Cathedral Ave NW</p>
<p>Anna and Zahara,</p> <p>I am really excited to hear about the plans for the pedestrian bridge and trail improvements. As a Palisades resident, bike rider, and dog walker I would love to see this wonderful access way for me and my family to walk or bike safely to the Palisades Rec Center. Thank you so much for your efforts regarding this much needed project.</p>

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<p>Sincerely,</p> <p>Carly Smith XXX MacArthur Blvd NW</p>
<p>Anna,</p> <p>My husband and I have reviewed the presentation. We appreciate your willingness to listen to community input. We have several concerns and comments about the future of the trolley path.</p> <p>We live at XXX Galena Place NW, one house off the path. On the downhill side.</p> <p>In our view, there is only one substantive reason to renovate the path, and that is to remedy extreme problems with drainage that affect our home and nearby homes on the downhill side (toward the canal). We experience severe runoff from the trolley trail that floods our yard and basement repeatedly. It has worsened over the years as development has been allowed to increase uphill from the path. We have 2 sump pumps and have spent thousands of dollars addressing drainage issues; it is still a problem for us and our neighbors.</p> <p>So we strongly support changes to the path that will divert the runoff away from properties downhill from the path.</p> <p>However, we do not support changing the surface of the path to asphalt or concrete or another substance that will turn the path into a commuter route. We oppose a hard surface because it will encourage high-speed bicycle and scooter traffic. The path is to remain primarily a walking path for neighborhood use to connect residents with the recreation center and park. Crushed gravel would be OK.</p> <p>Also, we have concerns about adding lighting to the path. We already are experiencing adverse affects from too-bright street lighting on Galena Place and Dorsett Place that has changed our ability to enjoy our home and bedroom at night.</p> <p>Therefore, we support no added lighting to the trolley path. There is adequate light already seeping onto the pathway from nearby street lights.</p> <p>To recap, we believe any changes to the path should:</p> <ol style="list-style-type: none">1. Eliminate drainage into the downhill properties.2. Add NO lighting3. Retain a low-speed surface such as gravel (NO hard surface such as asphalt). <p>Thank you for considering our views. Please feel free to contact us if you would like any further information about our experiences. We have lived on Galena Place for 23 years and use the path frequently, and value its continued use as a neighborhood walkway.</p> <p>Marcia Bullard Tom McNamara XXX Galena Place NW</p> <p>Hi Anna,</p>

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<p>I have heard about the upcoming meeting and some of the proposed changes to the bridge over Arizona and the trail leading to it in the Palisades. I am a neighbor on Sherier Place at Galena, and I want to voice my opposition to any proposed paving that is being considered. I won't be able to attend the meeting but wanted to share my opinion.</p> <p>My family uses this trail daily to access Palisades Park. The trail is wonderful in its natural state, a quiet and peaceful place enjoyed by many. In its current form, it is safe for children, walkers, joggers and dog-walkers to use. We love it just as it is and are concerned that paving the trail would simply be unnecessary and ruin the magical quality that this trail has for many of us. I understand that cyclists would like to have a smoother terrain, but I see no issue with cyclists having access is it is now. Those who want a high-speed ride can take the Capitol Crescent Trail, right nearby.</p> <p>Thank you, Leanne Mos</p>
<p>Good evening Anna,</p> <p>I live in the Palisades neighborhood on Sherier Place (near Galena) and have heard about the proposed changes to the foot bridge over Arizona and the trail leading to Palisades Rec Center.</p> <p>I would like to clearly and loudly voice my opposition to any proposed paving that is under consideration.</p> <p>My wife, children and I use this trail daily to access Palisades Park. The trail is safe, quiet, clean, natural and peaceful. It can be enjoyed by children on their own, together as a family, by me or one of us with our dog – however we would like. Paving this trail would change it dramatically, create danger and discomfort, and ruin the natural and neighborhoody qualities.</p> <p>While I appreciate that cyclists would like more space and routes, the Capital Crescent trail is just a few blocks away – and is a magical place for bikers to be. Taking away the natural path from our neighborhood is not necessary.</p> <p>I understand that there is a meeting soon about this issue, but I will unfortunately not be able to attend. I wanted to share my opinion for the record.</p> <p>Thank you, ----- Jake Weinstock</p>
<p>The bridge considerations and construction look well thought out – and I am sure necessary</p> <p>My big negative issues are with proposed trail modifications to make into a road of sorts for cyclists – this I do not support for the reasons previously stated</p> <p>I appreciate you sharing this information</p>
<p>Hello Anna, PAL neighbors have provided me your contact since I was unable to attend the DDOT meeting in April. Thank you for being a point of contact.</p>

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<p>I use the trail daily and am <u>very much opposed</u> to changing the natural surface of the trail.</p> <p>People, bikes, strollers, and my 90+ year old neighbor with her dog and walker are using the trail on a daily basis (especially in this glorious weather).</p> <p>Below this, I have included 2 photos of my neighbor, in her yellow sweater, walking the trail before the leaves popped last week.</p> <p>The trolley trail should remain a green-way.</p> <p>Please allow me to provide some perspective and some background as a short list, with relevant questions:</p> <p>1) Updating the safety and sustainability of the pedestrian bridge makes good sense. --Where and when can the public access the "Geotechnical" and "Environmental Documentation"? --How, and for how long, will traffic be managed/impacted? How, and for how long, will neighbors be impacted?</p> <p>2) The local biking advocate(s) who has been lobbying to "pave the trail" for 3-4 years have recruited bikers from Maryland and Virginia to attend our neighborhood meetings. (I consider this foul play and unethical.)</p> <p>3) The Capital Crescent Trail is VERY close by, and is used by 2-wheel commuters everyday.</p> <p>4) MacArthur Blvd is also used daily by 2-wheel commuters.</p> <p>5) Palisades geography and terrain, where all water leads to the Potomac, is a incredibly relevant and important issue. --Is there a WSSC study included in the "Environmental Documentation" or "Geotechnical Assessment"? --Where can the public access the "Environmental Documentation"?</p> <p>Neighbors have also discussed budget, planning, and impact issues that I will leave for the next public meeting, or your follow-up.</p> <p>Cc'ing Zhara and Mary Cheh's office here as well, since many feel the government/elected interest seems lackadaisical to the Palisades constituency that opposes paving the trail.</p> <p>Thank you for your time and attention, and I look forward to discussing and learning more. Best, Anne Beyersdorfer</p>
<p>Good afternoon Ms. Bentley,</p> <p>Thank you for allowing those of us who could not make the rescheduled DDOT to have a voice in the process. I get the feeling that we are being steamrolled by a few people who a) have an interest in seeing the backtrack paved (and any gravel IS paving) for their recreation/commuting purposes OR b) have friends in the paving business and are trying to line their pockets. There's no money to be made in leaving things alone.</p> <p>And leaving things alone, at least as far as the backtrack is concerned, is what I am arguing for. Fix the</p>

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<p>bridge -- fine. Paving the path will have many negative effects: increasing run-off (for which I am billed EXTRA from DCWASA?!), harming native species who would suffer with the addition of unnecessary gravel, creating a surface that needs regular and expensive upkeep, taking away a beloved close-in place where nature lovers can get in touch with the beauty around them and, on rainy days, get their boots muddy -- that's a good thing! If people want to keep their shoes clean, let them walk the sidewalks. Why are we paving paradise? Speeding commuting bikers can use MacArthur Blvd and the Crescent Trail. Off-road bikers get to use our funky, messy backtrack. Where will they ride if you pave it all?</p> <p>I know part of the plan is for these path "improvements" to encourage folks to park down on Chain Bridge Rd. Well, heck, if they haven't done it now, a slick black strip (adding to the global temperature?!) heading to the park isn't going to make it happen.</p> <p>Please consider leaving it all well enough alone. My family and I use this path every day. I wish more people would -- this is a not a NIMBY situation! But please do not rob us of a greenway. To paraphrase the American Farmland Trust slogan, "Green space lost is green space lost forever."</p> <p>We need more green and less black(top).</p> <p>Yours sincerely,</p> <p>Kim Snedden Chain Bridge Rd NW</p>
<p>Anna,</p> <p>I would like to second all that Ms. Beyersdorfer pointed out below. The red barn in the photo below is my backyard of 24 years at XXX Sherier Place. We are vehemently opposed to the further destruction of the little remaining green space we have left beside the park. Since the fields are heavily used almost all the time, this is the space I see kids and families using to casually throw a ball, walk a dog, gather, or wait for a pickup in the parking lot, etc., since there is no other place left here for them to do so.</p> <p>We walk on this greenway every day, as do most of my neighbors and the folks from the other side of Arizona. It is mowed along with the fields anyway, so why not make some small effort to improve the grade if necessary and throw a little grass seed out there? This part of the Palisades has been built-up and paved-over to the point that it bears little semblance to the lovely bucolic part of the city that we all gravitated to in the first place.</p> <p>This proposed "improvement" is no improvement at all. The soccer field was one thing, the new rec center another, and now this effort to take the small amount of nature that remains, and which functions perfectly well as it is, is just too much.</p> <p>Respectfully,</p> <p>Jackie Dunn XXX Sherier Place, NW</p> <p>Ms. Bentley-</p>

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<p>Thank you for the opportunity to weigh in. I agree whole-heartedly with Kim Snedden.</p> <p>When our community felt steamrolled on the Community Center, we organized and rose up and made ourselves heard. (At which point the city listened.) It looks like we need to do it again, making clear to Mary Cheh and the Mayor that we don't want development of our path. We and our children want diverse options for walking and biking. We have many paved options already. Let us also have a natural option. Please don't take away the path where children and adults can touch nature.</p> <p>Neighbors- It looks like we have to get organized again. I'm up for a meeting so that we can make our voices heard by Ms. Cheh and the Mayor. Let's take this offline and find time for a conference call or a meeting.</p> <p>J.B. Schramm Sherier Pl. NW</p>
<p>Dear Ms. Bentley,</p> <p>I apologize for not being able to be at the rescheduled trails meeting that was held on April 10th--I was planning on attending the original March 21 date.</p> <p>I've lived in the Palisades on Sherier Place, backing up to the Trolley Trail, for almost 22 years. Over the years I have attended enough meetings about the Trolley Trail that I've forgotten how many movements there have been to "fix it" or "pave" it, and I can't recall how many times neighbors have come forward in droves in opposition to paving the trail, not to mention how many letters I've written to city elected or employed officials or contractors on the subject. It was just two years ago that the recreation center was beyond-capacity packed at a community meeting, in overwhelming opposition to changing the condition of the trail.</p> <p>I am in strong opposition to--as I have stated many times in the past--changing the trolley trail. Some reasoning behind this:</p> <ol style="list-style-type: none">1. It is a rarity in a city to have a natural "green space" where children can safely play and chase fireflies and romp in their bare feet. It is without question a central treasure in the Palisades that we have this green space. It enhances our community. Our children spend more time outdoors than indoors there, playing frisbee or walking their dogs or learning to ride a bike. It (like Key School) is one of the reasons why Palisades families are not just neighbors but dear friends of one another. This "park-like" thoroughway that is connected to our recreation center is an important aspect of that. If it were paved, bikes would be zooming by. It would be more dangerous for children or dogs on leashes. I also don't believe maintenance would well maintained over time. Now there is a fairly good ritual of weekly mowing. Our green would become gravel.2. DC has a larger population of birds and tree species than any other urban hub of its size. 70% of bee populations are soil-nesters. By placing crushed gravel over the dirt and grass trail, we are permanently erasing the bug and bee populations that live there. These species keep the trees, plants, and birds alive and functioning as an ecosystem. This is a tremendous mistake and has a very negative impact on our thriving natural urban environment.

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<p>3. I am opposed to either paved or even "decomposed granite", as well as the general concepts of "all weather surfacing" and "natural LOOKING" trail (as stated in the proposal)---I would like to see an actually natural trail. Natural, as in grass sod or earth, as it is now. Better grading or drainage may (or may not!) be needed in some areas, but most of the trail, including the part between the bridge and the rec center parking lot, rarely has any standing water or mud.</p> <p>4. We have sidewalks less than 100 yards away that cyclists can use if they want pavement.</p> <p>5. We have the Crescent trail on the other side of the park for those who want a paved biking trail.</p> <p>6. Repairing or replacing the bridge is fine--it appears to need it. But I believe we should leave the rest of the trail alone!</p> <p>Thank you. Christy Halvorson Ross Sherier Place</p>
<p>To Whom It May Concern,</p> <p>I am writing as a resident of the Palisades neighborhood in NW Washington DC. I would like to express my support for the DDOT proposal to replace the AZ Ave pedestrian bridge and enhance the trolley trail with a crushed stone surface. Thank your for taking the time to note my preference.</p> <p>Best,</p> <p>Sara Tucker Nebraska Ave NW</p>
<p>Dear Ms. Bentley,</p> <p>As I was unable to attend the recent community meeting regarding the proposed changes in our immediate neighborhood, I am pleased to have the opportunity to register some of my thoughts about same.</p> <p>The Arizona Avenue pedestrian bridge plans do seem to improve the current situation, both structurally and aesthetically, and at first glance, I would support this change. However, there are several questions about the construction process and about the construction of the approach to the bridge that I have. But that is not why I am writing.</p> <p>My more serious concern is about the proposed changes to the trail leading from Arizona Avenue to Nebraska Avenue. This is, as I am sure you've seen, a beautiful stretch of nature which many people enjoy everyday. It is rather wild and that is its beauty and value. The path is one of the features that gives this neighborhood its character - a place available to all and used by many. Paving this trail would totally change the character of the area, disturbing both flora and fauna that populate the space.</p> <p>I have lived in this neighborhood, adjacent to this path, for nearly 30 years, and have enjoyed the use of it nearly everyday during that time. I see no benefit to anyone that would accrue by changing the current state of it. In fact, it would harm the surround.</p>

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<p>Thank you for this opportunity.</p> <p>Molly Donovan Chain Bridge Road</p>
<p>Dear Ms. Bentley,</p> <p>I am joining my neighbors to voice concerns regarding the proposed "improvements" to the old Trolley Trail running through the Palisades. I was unable to attend the public meeting, but I was able to review the slide deck recommending surfacing the Trail. The Trail is a welcome source of tranquil and natural green space for Palisades community walkers, hikers, and joggers. Many neighbors walk their dogs along the Trail. You should know that in a survey of residents conducted a few years ago by the Palisades Citizens Association, the highest number of votes supported the option to leave the Trail as green space (without any surface improvements). The Palisades community values having a dedicated natural walking Trail to commute to the recreation center, post office, shops, and Battery Kemble park. I agree with the points raised by my neighbors about preserving the Trail's natural beauty.</p> <p>My concern is what justification there is to construct a hard surface that facilitates higher use and faster speeds by bicyclists. I am not anti-bicycle, I support DC's efforts to maintain a network of trails and road lanes dedicated to recreational and commuter biking. Currently, bicyclists use the Trail but, because it is not paved, maintain a low speed that does not threaten pedestrians and safely shares the right-of-way. I am concerned, however, about proposals to surface the Trail in order to promote increased bicycle traffic and speeds. On the Crescent Trail and local sidewalks, bicyclists already treat pedestrians as obstacles and hazards that need to yield to their right-of-way. I have had close collision calls on the Crescent Trail with aggressive bicyclists and witnessed two accidents with pedestrians. The Trolley Trail is one of the few safe places for small children and the elderly to walk in a green space without threat of being harmed by an aggressive bicyclist. There are at least two elderly residents who use walkers hike the Trail with their pets. I personally think that there are enough thoroughfares in the Palisades for bicyclists without adding the Trolley Trail. Please consider preserving its use for pedestrian traffic.</p> <p>I agree with the proposed drainage improvements to the Trail that would reduce standing water. A regular regime of maintenance of the Trail by the city would also be welcome. Any improvements, however, need to be non-intrusive and conducive to foot traffic.</p> <p>Thank you for considering my remarks.</p> <p>Regards.</p> <p>Ken Buckley and Baerbel Bernhardt XXX Chain Bridge Rd. NW</p>
<p>As a former Chairman of the Rails-to-Trails Conservancy responsible for establishing rail-trails throughout the country, I recognize the value of paved trails. As a resident of the wonderful Palisades I recognize that we already have a fine paved trail in the Cap Crescent and absolutely do not need another. To pave the valuable Palisades Trolley Greenway Trail is moving irrevocably in the wrong direction for all the reasons so well stated by so many others. I add my voice and vote in opposition. -- Ginny Daly, XXX Potomac Avenue</p>

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<p>Ginny Daly "Anything worth doing is worth overdoing!"</p>
<p>Hi, Anna -</p> <p>I just wanted to send a quick email in support of the efforts to replace the pedestrian bridge over Arizona Avenue, improve access to the crossing and improve the surface condition of the trail. All three of the proposed structures are a great improvement over the existing bridge and the improved access would help ensure that the bridge gets more use from the community than it currently does. Ideally, it would be great to find a way to tie this into the capital crescent trail! (a longer term dream)</p> <p>Improving the surface of the trolley trail to something similar to the C&O towpath would be fantastic. While I wouldn't want to see similar improvements to the trolley trail between Reservoir Road and the eastern end of the reservoir where I think the trail is sufficient and has good drainage, the area in question clearly could use some help.</p> <p>Thanks, Tim Johnson XXX King Place NW</p>
<p>Dear Ms. Bentley:</p> <p>This is in reference to the proposal to pave the trolley trail that runs through the Palisades. I appear to fall into both camps on the two sides of this subject - I am a 20+ year resident of the Palisades and I ride a bike several thousand miles a year, including a lot of riding in and around the City.</p> <p>There is no reason to pave what is today a nice, natural and unique trail. Bikes don't need it, and I point to two facts here. The first is that there are already two paved access routes that parallel this trail - MacArthur Blvd and the CCT. Both handle hundreds if not thousands of riders each day, many of whom travel with speed and purpose. The second is that, should a bike user want to ride on the trail as is, they can, and that type of ride is the fastest growing segment of the entire bike industry - known as gravel or dirt. The great majority of bikes sold today can easily accommodate that trail, including road bikes. They might go slower, but that's not a bad thing, at all, given that the trail is used by walkers, dog walkers, etc., and bike speed is not a good thing when combined with recreational walking. To the argument that that bikes need pavement, I personally just rode a 75 mile race that included over 30 miles of similar unpaved surface, along with about a 1000 other riders, most of us on road bikes and it was wonderful. The idea that bikes have to have pavement, particularly for such a short stretch, is simply untrue and misleading.</p> <p>Probably going beyond your mandate, I would suggest that if riders through the Palisades want to improve things, the easier and significantly less expensive and disruptive approach would be to make it clear to drivers on MacArthur (through signage and lane markers) that bikes have a right to use the entire right hand lane from Loughboro all the way down past the Reservoir. This would facilitate intra-Palisades bike trips very well (including use for school commuting), and for those riders going further into downtown, the CCT is the much better and easier approach in the first place.</p> <p>I hope this perspective from someone who sits on both sides of the subject is useful, and feel free to contact me if you have any questions.</p>

Comments
<p>Thanks, Ed Ryan</p>
<p>Hi Anna - I am a resident of the Palisades (XXX Nebraska Ave) and am writing to express my support for the new pedestrian bridge over Arizona Ave.</p> <p>I think this will be a great improvement to this greenway through our great neighborhood. It would make this trail more accessible to little kids learning to ride bikes, and connecting the palisades neighborhood on either side of Arizona by foot/bike traffic.</p> <p>Please help see this through! Best, Matt -- Matt Tucker</p>
<p>Hi Anna,</p> <p>I'm writing to express my support for DDOT's vision to replace the Arizona Avenue Bridge and upgrade the Trolley Trail in the vicinity of the Rec Center to be ADA-accessible, while retaining a natural surface.</p> <p>The proposed project is consistent with the Statement of Principles that the Palisades Citizens' Association unanimously adopted after a comprehensive process regarding enhancing non-motorized access to the Palisades Rec Center (full document is attached):</p> <p><i>Enhance pedestrian and non-motorized access to the site – e.g. improve drainage and remove obstacles along trails that lead to the facility. ADA accessibility and senior access should also be enhanced.</i></p> <p>Extending the Arizona Avenue sidewalk, enacting a pedestrian ramp on both sides of the bridge, and transitioning to a crushed stone surface will all contribute to the goal of encouraging more people to access the site in non-motorized ways as well as encourage drivers to use access points other than the main entrance parking lot. These changes will also greatly enhance safety by giving walkers, bikers, and stroller pushers a better way to cross Arizona Avenue via the bridge.</p> <p>I am aware that some people seek to retain an entirely natural trolley trail. But it's important to note that the proposed new surface will only be 10 feet wide, and the trolley trail is 30 feet wide. Both surfaces can co-exist. Also, I am aware that some people have concerns about high speed cyclists, but this trail is less than a mile in length and will have a crushed stone surface. Why would cyclists use such a trail unless they are looking to get around locally in our community? Rather, I think the kind of cyclists who will use this trail will primarily be families, children and casual adult cyclists.</p> <p>I do not pretend to speak for the Palisades, but I do think that the DDOT vision is a middle-of-the road solution and very modest in nature. I appreciate DDOT's leadership in advancing this project.</p> <p>Thank you, Avi Green</p>

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<p>XXX Sherier Place</p> <p>Dear Ms Bentley,</p> <p>I apologize for not being at the meeting on April 10th- I was unaware that this issue had resurfaced (no pun intended) and that it was open to discussion again. I am a longtime resident of the Palisades (24+ years) and lifelong Washingtonian. I am greatly opposed to any sort of paving or crushed gravel or artificial surface on the Trolley trail.</p> <p>It is no secret that one of Washington's greatest assets are the large semi-wild spaces that cut through it- from Rock Creek Park, to Glover Archbold and Fort Dupont. These areas provide essential pathways to the animals that also live here and provide tranquil sanctuary to the quiet, hardworking humans that need them as well. Our Trolley track is such a space. It is our responsibility to protect all of these green-spaces. Personally I am not comfortable making a solo trip into the woods but the Trolley trail feels safe and offers all the benefits of "nature walk". The mud doesn't bother me but I would not be against some grading to help with drainage.</p> <p>I don't know if you have ever walked on the Crescent Trail but if you haven't then I suggest you do- you will then understand the concerns of the speeding traffic by bicycles. Take a child or dog and try to walk from Fletcher's up to our access stairway on Potomac. The cyclists speed by, shouting that they are about to pass you. It is a lovely path but also mainly a highway for bicycles. It is not a place where you can walk lost in peaceful thought and I mostly avoid it except in the middle of the day. I am all in favor of having routes for the bikes but turning a rare green-space into another easy access for the bikers seems unnecessary.</p> <p>I spoke with Mary Cheh about this on the phone when the neighborhood was meeting to weigh in about the rec center development- I emailed her and she called me that day. She told me that this paving (or however it is artificially altered) of the path going to be a separate issue and that I should be ready to make my voice heard if I was against it. I took that to mean that she understood that there was some voice or person driving that development. I am sorry that I am writing to you so late in the process- my conversation with Ms Cheh was probably a year and a half ago to two years ago.</p> <p>Please feel free to pass my letter on to anyone who would be interested and feel free to contact me.</p> <p>Sincerely, Lindsey Truitt</p>
<p>Hi Anna, I am writing to express my support for DDOTs vision for the project as proposed. -Natalie Silverman on Sherier Place</p>
<p>Hello</p> <p>I heard about the meeting to discuss paving the greenway, and I am very sorry I missed it because I strongly object to losing this unique part of our neighborhood for many reasons from environmental to historical.</p> <p>I have lived here since 1994, and my children grew up running through the woods even though they lived in the city. I think this tradition should be preserved for the current and future children of the Palisades as well as the wildlife. Turtles, foxes, dogs and birds all enjoy the quiet of this path which would be destroyed by paving of any sort. This is the path the trolley took to out to Glen Echo and a gentle reminder of a busier time, but many of us chose this neighborhood for the relative quiet of trees</p>

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<p>and birds.</p> <p>That being said I am all for getting around on two wheels and am happy to share the road....but I believe the street is where serious bicyclists belong. Cyclists already "own" the Capitol Crescent Trail. It became a virtual freeway for bikes since it opened. Walking there is very unpleasant and often dangerous as many riders disregard the speed limit, and the same thing will happen to our little path if it is paved. If bikers need an alternative, then perhaps a designated lane on MacArthur Boulevard could be shared?</p> <p>If the bridge really does need to be fixed, I am okay with that. The added access to connect the sidewalks from both sides of Arizona would be helpful for those of all ages looking to avoid crossing Arizona, but I don't see this issue as a priority.</p> <p>Thank you all for listening.</p> <p>Please keep me in the loop.</p> <p>Lynda Cokinos</p> <p>XXX Cathedral Avenue</p>
<p>Dear Ms. Bentley,</p> <p>I attended the Palisades meeting on the trolley trail and would like to add to the comments I made there.</p> <p>First, I appreciate the need to renovate the Arizona Avenue bridge and applaud your efforts to ensure safe crossings of this busy street (and ask that you do this with minimal disruption to the people who live on the corner). That project seems like a fair use of taxpayer dollars.</p> <p>But laying out a permeable trail for the short stretch between the bridge and Nebraska Avenue seems like an extravagant expense for very little benefit. The path works really well already. I walk it all the time, have biked it and have pushed a stroller on it. While parts of it are sometimes muddy, I don't think it's bad enough to justify the expense of this project.</p> <p>What's more, I'm concerned about the environmental impact of resurfacing this trail. I was glad to be told at the meeting that asphalt is unlikely, but laying down permeable material would still destroy the nesting sites of bees and insects living there, to very little benefit.</p> <p>Please consider the possibility of leaving us with our wonderful grass trail.</p> <p>Thank you for your time and attention, Renee Blankenau Sherier Place</p>
<p>I'm writing to strongly support rebuilding the Arizona Ave pedestrian bridge. I live on Sherier and greatly value being able to access the Palisades Park without having to fight the aggressive traffic on Arizona.</p> <p>I feel that it is extremely important that project take as little time as possible so that the children on</p>

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<p>the west side of Arizona can get east without struggling with traffic. This will be especially important during the prolonged construction at Georgetown/MedStar hospital which is expected to generate large amounts of truck traffic on Arizona.</p> <p>I also support improvements to the trail connected to the bridge but feel that it is important that the surface is porous. I recommend something like the towpath in the Canal which is attractive, natural looking and pleasant to walk on but won't encourage fast bike traffic.</p> <p>Thanks, Ellen Maxwell XXX Sherier Pl NW</p> <p>Ellen Maxwell</p>
<p>Hi Anna, I hope this email finds you well.</p> <p>A quick note that we are very excited about the proposed bridge construction across Arizona. It will help our kids walk safely to and from Key Elementary School every day, and improve access to the Palisades Recreation Ground year round.</p> <p>From a practical perspective, I'd ask you to consider encasing the ramps leading up to the bridge - we know from our own and our neighbors' kids that they love the challenge of kicking or bouncing their basketballs/soccerballs up the ramp, and the balls could easily bounce over the railing into traffic if the sides weren't fenced.</p> <p>Thank you, Konstanze Frischen Sherier Pl NW</p>
<p>Anna, I assume you know that the DC Recreational Trail Advisory Committee (mayoral appointed commissioners who serve as required by the Federal Highway Administration statutes) have taken a position in favor of improvements to the trolley trail. If you need more comments or a copy of a letter for the file, let me know.</p> <p>Sincerely, Jack Koczela, Co-Chair DC Recreational Trail Advisory Committee</p>
<p>Hi Anna and Zahra, I live in the Palisades but could not attend the recent trolley trail/AZ presentation.</p> <p>I wanted to state for the record that I support a limited, minimalistic gravel bike path on the trolley trail. It would be great to have bikes be able to use that space to travel through the neighborhood.</p> <p>Thanks for your hard work on this.</p> <p>Best, Florence Williams Cathedral Ave.</p>
<p>Dear Anna –</p> <p>I want to write to you to let you know that I think the whole team working on the proposal for pedestrian improvements at the Arizona bridge and the connecting trail have done a great job. When it is completed this trail will be a valued neighborhood asset, we'll wonder how we lived without it for so long. It will be a community-building connection that brings our neighborhood together. While the</p>

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<p>current trail is scenic, its condition means its use is limited to those who are confident of foot and in all but the driest weather it is unpleasantly muddy. Decades of neglect have led to serious erosion and water-management issues. The improvements you have laid out will result in a trail that is accessible to people of all ages and abilities, and usable in almost all weather. The attention will address the erosion and water management issues, guaranteeing that this neighborhood jewel will be available for generations to come.</p> <p>Thank you for your thoughtful work.</p> <p>Sincerely, Nick Keenan XXX Sherier Place</p>
<p>Hi Anna,</p> <p>I'm a DC resident writing to express support for the Palisades trolley trail renovation. There is currently no easy way for residents of the Palisades, Foxhall, and connecting neighborhoods to transverse it east-west on foot or bicycle. MacArthur Blvd. is a pedestrian-hostile roadway. The Palisades trolley trail will make it much easier for people with children to reach the Palisades Playground and Splashpark without a car (parking there is very limited), and make it possible for residents of the Palisades to enjoy a nice walk outdoors without any annoying car traffic. Furthermore, it is not likely to attract lots of outside traffic because it won't really connect to anything. It will simply connect the neighborhood together. That's my two cents, thanks!!</p> <p>Peter Krupa</p>
<p>Dear Anna,</p> <p>I attended the recent community meeting at the Palisades Library and I've followed this issue more broadly for the last few years. I write to encourage DDOT to continue with the plans as-presented. I have spoken with neighbors in different parts of the Ward 3 area -- some of which are my constituents -- and most of them share support for this plan or one substantially similar.</p> <p>I believe there are some changes DDOT could implement that would ameliorate some of the concerns that I heard expressed during the community meeting, but these are changes and not a wholesale re-imagining of the proposal.</p> <p>Troy</p> <p>Troy Kravitz ANC Commissioner 3D02 (Spring Valley)</p>
<p>Dear Anna,</p> <p>First of all, I'd like to thank you for your work on the plans for a new footbridge across Arizona ave and the adjoining Trolly Trail improvements.</p>

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<p>I live on Macomb Street NW, north of the trail and my kids and I use the trail and existing footbridge daily. It's a pleasure being away from traffic, but the dirty/rocky single track can be challenging for my 7 year old, especially when it's muddy.</p> <p>An improved crushed-rock trail would be absolutely lovely and really be a very useful addition to our neighborhood, community, and city. It would also allow access to wheel chairs, smaller kids, and others for whom muddy/rocky singletrack can be prohibitive. Macarthur blvd is so busy, Sherrier is so narrow, that really the Trolly Trail is the only safe option for family cycling to and from the Palisades Recreation Center for many users.</p> <p>I understand opponents to trail improvements worry about bike speed similar to their complaints about the Capital Crescent, but I'm convinced they're not warranted. The Trolly Trail would not be a commuter trail, nor would it be attractive to the high-speed road bicyclists that frequent Macarthur blvd in the area (NCVC, etc).</p> <p>Please know that support for the new Trolly Trail is widespread, and would be an absolute gem for our city and community.</p> <p>With thanks and regards,</p> <p>Andrew Davis XXX Macomb St NW</p>
<p>Dear Ms Bentley,</p> <p>I just wanted to send you a quick note in support of the palisades trolley trail project. The District needs to diversify the transportation options for its citizens. Unfortunately for those of us who like to bike or walk for convenience and recreation, there are very few connections from Northwest DC to Georgetown and to Downtown. Palisades, in particular, is cut-off for most modes of transport except cars. The Palisades trolley trail is a rare resource that provides a connection that can support recreation and alternative transportation. I believe it will be possible to develop this project in a way that addresses the concerns of neighbors, while putting this resource to good use.</p> <p>Thank you for your work on this project.</p> <p>Thomas Fine XXX Faraday NW</p>
<p>Good afternoon,</p> <p>I'm writing to express my support for building this trail. As has been shown with the Capital Crescent, paths like this are in high demand by users of all stripes. I also hope that WMATA allows a solution that preserves the bridge near Georgetown, but that's a separate issue!</p> <p>Thank you for your time,</p> <p>David King Glover Park</p>

Comments
<p>Hi Anne,</p> <p>I live in the middle block of Carolina Place, NW. I am writing to request the proposed sidewalk on Arizona be extended from Dorset to Carolina Place, NW. I also support plans for improving drainage and improving the path the old trolley path to the recreation center. We look forward to have improved access to the recreation center.</p> <p>Thank you,</p> <p>Mary Ann Floto XXX Carolina Place, NW</p>
<p>Hello,</p> <p>Just adding my voice to others who may have written in to support the idea of extending the paved walkway from the bridge to Carolina Place NW (currently an earthen path, difficult to navigate with strollers or walkers).</p> <p>Heather Dolstra, CTC, VP XXX Carolina Place NW</p>
<p>I am writing to express my full support to all suggested improvements for the pedestrian bridge over Arizona Avenue and connecting trail.</p> <p>I am much more interested in seeing improvements made to the connecting trail, which has been rendered useless because parts of it have become so overgrown and poorly maintained. My understanding is that a hard gravel path would be installed, which sounds ideal to me and would allow members of the community to use the trail more frequently. I'm not asking for a highway or even a bike path. I just want something to make the trail walkable because right now, it's not.</p> <p>I hope that you don't allow the loud voices of a few interested folks (ones who happen to live closest to the trail who want to discourage people from using that public right-of-way) outweigh the quieter voices of the many people who simply want a simple, usable path.</p> <p>Thanks for your consideration.</p> <p>-- John Ourand Palisades resident</p>
<p>Dear Anna,</p> <p>I live in DC and work in the Palisades. My children go to school there. Please build the trail. My children and I would bike on it! Without the trail, it is hard to get around with young kids and bikes in the Palisades. It would make the Palisades much more bike accessible. And everyone knows how bad traffic gets during after-school pickup time sometimes. Let's push things toward fewer cars and more bikes! :)</p> <p>Best,</p>

Comments
<p>Jonathan</p> <p>Hi Ms. Bentley;</p> <p>I want to submit comments on the proposed rehabilitation of the pedestrian bridge over Arizona Ave. Since I live close to the bridge on Carolina Place, I am a frequent user of this bridge and trail.</p> <p>Comments:</p> <p>1.) Support <u>the creation of a sidewalk from Dorset to Carolina Place along Arizona</u>. This improvement is needed and would enhance safety.</p> <p>2.) Support <u>using loose gravel on the trail</u> such as that found on the C&O towpath. I am a frequent biker in the area and know gravel is a perfectly good surface on which to ride a bike while also slowing down my fellow cyclists who tend to go too fast and endanger pedestrians. A hard paved surface such as asphalt or concrete allows bikes to speed along at a greater velocity while reducing pedestrian use. This is all too common on the Capital Crescent Trail which has asphalt. Gravel also has the safety benefit of creating a sound which gives warning to pedestrians that a bike is descending upon them.</p> <p>Thank you for reading these comments.</p> <p>Rod Hastie Carolina Place NW</p>
<p>Dear Anna,</p> <p>Many thanks for making public the presentation document on the project in subject that was presented earlier in April to a Palisades community meeting, which I was unfortunately unable to attend.</p> <p>I write to express support for the general concept of the project, which as I understand it is to ensure a functional bridge over Arizona Avenue and graded access ramps to it from both sides of this busy vehicle road. Since retirement several years ago, I have delighted in exploring more of my Ward 3 neighborhoods by bicycle as my main form of exercise, and seek out off-road trails and low-volume roads to do so. This proposed project addresses an important link in such a bicycling network by providing a safe passageway across busy Arizona Avenue, and allowing cycling residents and visitors to the Palisades to move from one end of the MacArthur Blvd. commercial corridor to the other, safely off-road. This has appeal to me not only for my health-oriented cycling, but also as an attraction to cycle to the restaurants and other commercial establishments which provide such character to the Palisades neighborhood. I believe that a trail surface can be judiciously chosen to balance maintenance costs with multi-use safety considerations.</p> <p>The presentation document provides lots of good ideas and options for materials and aesthetics. I am sure that the project can be successfully advanced to the benefit of neighborhood mobility, health, and enjoyment of the outdoors.</p> <p>Kind regards, Stephen</p>

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<p>Dear Anna –</p> <p>I wanted to take the time to write in support of the pedestrian bridge and trolley trail enhancements at Arizona Ave. in the Palisades Neighborhood.</p> <p>Both the trail and the bridge are great amenities that we enjoy quite often with our kids and dog when going out for a stroll or a jog. Unfortunately, our ability to enjoy the trail is largely hindered by the storm water management issues the trail suffers from turning it into a mud pit thus making its use practically impossible for extended periods of time.</p> <p>The trail and bridge also help funnel neighborhood kids/adults to the amenities offered at the rec center reducing the vehicular load on Sherier Place and providing safer access to the park.</p> <p>Many thanks,</p> <p>Joseph Khoury</p>
<p>Anna,</p> <p>Good morning. My apologies for the lateness of this letter of support, but I wanted to weigh in with my thoughts on the proposed project.</p> <p>Should you have any questions at all, please feel free to contact me.</p> <p>Thanks so much,</p> <p>Jessica Davis XXX Macomb Street, NW</p> <p>May 15, 2018</p> <p>District Department of Transportation 55 M Street SE, Suite 400 Washington, DC 20003</p> <p>Dear District of Columbia Department of Transportation,</p> <p>As a longtime resident of the District, I have had the honor of witnessing the city develop and elevate to meet the everyday needs of its nearly 700,000 residents. From ensuring pedestrian safety in one of the nation's most walkable cities, to encouraging the increased mobility of all residents – DDOT's proposed reconstruction plans of the Arizona Avenue NW Bridge further validate this notion. I fully support the reconstruction and rehabilitation of the pedestrian bridge and connecting trail at Arizona Avenue NW as proposed.</p> <p>The Arizona Avenue NW Bridge and Trail represents more than a simple means to cross a busy road. The bridge and trail serve many tangible and symbolic purposes for neighborhood residents and visitors alike. For example, the Arizona Avenue Bridge and Trail have long provided a route to school and sporting events, and even serves as a pop-up exhibit that often showcases the work of the neighborhood's youngest resident artists. The bridge and trail is a microcosm of the beauty and duality of the District's culture.</p>

Pedestrian Bridge Over Arizona Ave: Public Comments Received

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<p>The rehabilitation will provide many positive outcomes for neighborhood residents and visitors. Given the proposed reconstruction plans, the bridge revitalization will improve walkability during inclement weather, and increase pedestrian and cyclist safety. Such improvements are not only necessary, but essential to everyday life. Furthermore, the reconstruction and rehabilitation of the bridge will also make the neighborhood more inclusive of all residents and visitors by making the bridge and trail ADA compliant. This change allows all residents to easily access both entrances of the bridge and trail supporting the District's Move DC, Vision Zero, and Sustainable DC initiatives.</p> <p>In conclusion, I fully support the reconstruction and rehabilitation of the Arizona Avenue NW Bridge and Trail in efforts of the District remaining the most livable city in the U.S. Although seemingly small in comparison to other larger infrastructure projects, the reconstruction of the bridge and trail will provide increased safety and usability for not only my neighborhood, but all residents and visitors that use the trail and bridge. Once again, I appreciate the DDOT's decision to rehabilitate the Arizona Avenue NW Bridge and connecting trail and look forward to the completion of the project.</p> <p>Respectfully,</p>
Comment letter sent, see below

Comments



May 21, 2018

Zahra Dorriz
District Department of Transportation
55 M Street SE, Suite 400
Washington DC 20003-3515

Re: Reconstruction and Rehabilitation of the Pedestrian Bridge and Connecting Trail at Arizona Avenue NW

Ms. Dorriz,

I am pleased to submit comments on behalf of the Washington Area Bicyclist Association (WABA) and our 6,500 regional members. The reconstruction and rehabilitation of the pedestrian bridge and trail at Arizona Avenue is an important project that will provide residents of our city more sustainable transportation and recreation options.

WABA supports the rehabilitation project and the development of the trail. There is great potential to connect to the Palisades Recreation Center with the adjacent neighborhoods, as well as providing a safe and convenient crossing of Arizona Avenue for those who walk and bike.

Neighborhood trails like the one proposed in this project are one of the most valued assets for DC residents. Projects like this bridge and trail allow our city to meet goals outlined in plans including MoveDC, GreenDC, Sustainable DC, FitDC and other initiatives.

This project is also an example of the implementation of the Mayor's commitment to Vision Zero. Building off-road infrastructure for residents who walk and bike will result in increased mobility without increased risk of traffic fatalities.

The mission of the Washington Area Bicyclist Association is to create a healthy, more livable region by promoting bicycling for fun, fitness, and affordable transportation. We fully support this project and urge DDOT to move forward with planning and implementation.

Thank you,

Katie Harris, Trails Coalition Coordinator

2599 Ontario Road NW | Washington, DC 20009 | waba.org | (202) 518-0524

I moved to the Palisades a little over a year ago and I oppose any terrain changes to the Palisades trolley trail. Having lived in Chevy Chase one block from the crushed gravel portion of the Capitol Crescent Trail between Bethesda and Silver Spring for twenty years, I can tell you that the introduction of a crushed gravel surface will promote commuter/high speed cyclist usage at the expense of the type of true mixed usage we see on the Palisades trolley trail today. Sadly, the Purple Line construction project has entirely removed the Jones Bridge portion of the trail and adjacent canopy in Montgomery County. Here in D.C., we need to preserve the remaining natural settings that occupy areas adjacent to the Capitol Crescent Trail which is already an adequate resource for cyclists in a hurry .

Alan Kirk
XXX Sherier Place NW

Ms. Bentley,

Comments
<p>As a resident of the Palisades for 11 years, I have always had a challenge accessing the pedestrian bridge over Arizona ave.</p> <p>We live on Cathedral Ave off Arizona, and our main pedestrian access to the pal. recreation center is the bridge and pathway. However with 2 small kids, we have often struggled climbing the dangerously deteriorating walkway and muddy path in our bicycles. I viewed the proposal, and as an architect in the District of Columbia, I applaud the designs put forth. Although I prefer the bow string truss in black, all would be a welcome addition to the neighbor and finally provide the needed connection from homes north of MacArthur blvd to the rec center.</p> <p>Kevin Nigri XXX Cathedral Ave NW DC</p>
<p>Dear Ms. Bentley,</p> <p>I am writing to you to express my concerns regarding the Glen Echo Trolley Trail refurbishing proposal in the Palisades. Although I believe there is a need to rebuild the pedestrian bridge over Arizona Blvd., I strongly disagree with the motion to change the path on the existing trail between Galena and Sherier/Nebraska.</p> <p>I like the idea of reconstructing/rehabilitating the pedestrian bridge. As a safe route over Arizona, the pedestrian bridge has provided a path for my family to visit friends on the other side of the neighborhood. The proposal to rebuild the bridge, as long as it's met with consideration for the existing path and residents, would be a welcomed improvement.</p> <p>It's concerning that construction of the proposed trail would disrupt wildlife and welcome heavy traffic very close to our neighbors backyards. The proposal to change the path from it's natural state seems incredibly disrespectful and detrimental to the property value of those homes backing up to the park.</p> <p>My family and I have lived in the Palisades on Sherier Place, across from the park entrance for over 10 years. Within those 10+ years, my husband, 2 children, and myself have enjoyed daily walks with our dog along the natural green space between the park and Galena. I know I would personally hate to see the existing path changed from it's natural state to a paved, man-made material, or marked pathway. It has been a treasure of the Palisades to be able to take walks along un-marked trails from Sherier/Nebraska, through the back of the park, and over to Galena. It's like hiking, without really hiking. It would be such a disappointment to lose this aspect of our neighborhood.</p> <p>The trail, as-is, is definitely a treasure. Our neighborhood is blessed with so many nearby commuter routes. Please consider keeping the natural state of the trolley trail.</p> <p>Thank you for your time and attention, Jackie</p> <p>Jackie Jackson Vann Sherier Place NW</p>
<p>I am writing again to communicate my support for the pedestrian bridge and trolley trail enhancement at Arizona Avenue in the Palisades.</p> <p>I abut the trail along the Sherier loop (I can open a gate and step onto the trail) and am excited at the</p>

Pedestrian Bridge Over Arizona Ave: Public Comments Received

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<p>prospect of improvements which will make the trail more usable. For the dozen years I have lived on Sherier Place, drainage issues have made sections of the trail impassible for close to a week after it rains, and I am looking forward to that changing.</p> <p>Chas</p>
<p>Hi Anna,</p> <p>I'm a Ward 3 resident hoping for more accessible bike paths that my family and I can use to get around safely and enjoyably. The Palisades Trolley Trail is a unique resource that connects a neighborhood we like to visit and enjoy with other safe bicycle trails. We would greatly like to see it stabilized and developed as a resource for the city, similar to the great work on the Klinge Valley Trail.</p> <p>Best, Matt Caywood</p>
<p>Ms. Bentley,</p> <p>Thank you for addressing the Arizona Ave Pedestrian Bridge in the Palisades! My family and I have been using this pedestrian bridge for the past 11 years and it is absolutely time to fix the crumbling walkway, muddy path and flimsy fencing. The bowstring truss bridge in black gets my vote, for a beautiful, but safe pathway for the neighborhood!</p> <p>Thanks, Debbie Nigri XXX Cathedral Ave NW</p>
<p>Good Afternoon!</p> <p>I am writing to support for the Palisades' Arizona Ave pedestrian bridge and trolley trail enhancements.</p> <p>I live along the trail, but rarely use it as I don't relish running in a bog. A number of years ago, I met with a group of Palisades residents interested in trail enhancements. Among the group were senior citizens and a disabled Marine veteran. For those residents, the state of trail made it unusable for them. I would like to see new surfacing that corrects the drainage issues and creates as space that all residents can enjoy, not just the young and able-bodied.</p> <p>Thank you for your time and attention. Emily</p>
<p>Hi Anna,</p> <p>My name is Howard Clare and I live at XXX Fulton Street NW.</p> <p>I wanted to let you know that fully support having a newly constructed pedestrian bridge and connecting trail over Arizona Avenue, NW. I favor the "Parallel Chord Box Truss with the proposed safety rubrails and mesh panels. I favor the medium grey color scheme for the truss and railings, since it would be the least obtrusive.</p> <p>In addition, I would follow the proposed ramp design. I favor the decomposed granite with imperial</p>

Comments
<p>grey for the color choice.</p> <p>Thank you! Howard</p>
<p>Hi Anna:</p> <p>I was told I can submit comments to you about the options DDOT is considering for the Palisades Trolley Trail adjacent to the Palisades Rec Center.</p> <p>Please consider this email strong support for adding a multi-use trail along the old Glen Echo Trolley Trail right of way in association with the replacement of the Arizona Avenue bridge.</p> <p>I'd prefer to see whatever the most durable hard surface available used for the trail – asphalt strikes me as the best surface but the proposed crushed rock surface might also work so long as it is a congealed surface – actual loose crushed stones strike me as a bad idea.</p> <p>I'm a biker and pedestrian and both of my kids regularly have either soccer or baseball games at the Palisades Park and our family would be thrilled if this DDOT property was made into a usable trail, similar to the Capital Crescent trail which we also use and love.</p> <p>Thanks for taking into account my comments.</p> <p>Tom Quinn</p>
<p>Ms. Bentley,</p> <p>I am writing to express my strong support for adding a trail to the bridge over Arizona Avenue. My family of four all bike daily, and having a path on this bridge would improve connections and safety for using the bike network as a whole.</p> <p>I also support using a material that bikes can cycle on year-round. I'm not an engineer but I know asphalt is great for riding on, but anything that can be cycled on year-round should work.</p> <p>Thank you so much for listening to all of us on this project. Even though it is "just" one piece of the whole bike network, each bike (or multiuse) trail has a notable impact on safety, especially for the most vulnerable cyclists, including children.</p> <p>Sincerely, Tim Hampton DC resident</p>
<p>This is an emphatic YES to adding a bike trail to the Arizona Avenue Bridge Replacement Project. I support the inclusion of a multi-use trail on the old Glen Echo Trolley Trail right of way as part of this project and prefer a paving material that can be utilized by bikes year around is used. Asphalt or some of the newer materials that offer drainage would be great. I think they used the "draining" pavement in the renovated Trolley Trail section on Old Georgetown Road, fronting NIH.</p> <p>Please consider this excellent opportunity to provide more safe biking in DC.</p> <p>Thank you,</p>

Comments
<p>C. Rand</p> <p>Anna:</p> <p>Hello! I hope this finds you doing well. Thank you for taking comments on the AZ Ave Bridge Replacement.</p> <p>I strongly support the inclusion of a multi-use trail on the old Glen Echo Trolley Trail as part of this project.</p> <p>In particular, it is important to use a paving material--such as concrete--that can be used by bikes, strollers and other wheeled vehicles year round.</p> <p>Thank you for your attention to this matter!</p> <p>Josh Rising XXX Livingston Street NW</p>
<p>Ms. Bentley,</p> <p>As you replace the Arizona Ave bridge, please make it a priority to use a paving material that bikes can use year round. I don't have a preference for material, but I bike all around DC - to get to work and just around - and I encourage you to take that in consideration as you replace the bridge.</p> <p>Thank you for taking comments! I'm here to cheer on inclusive redesign :)</p> <p>Greg</p> <p>--</p> <p>"We have all known the long loneliness and we have learned that the only solution is love and that love comes with community." - Dorothy Day</p>
<p>Hi -</p> <p>I think this is a fantastic opportunity to create a multi-use trail on the old Glen Echo Trolley Trail. I work at Georgetown Hospital and often will come from the northwest or Palisades by bike - this would be a great bike connector to the campus as well as a wonderful recreational trail for the neighborhood. I really hope DDOT builds this and does so with a material than can be used year-round by bikes.</p> <p>thanks much, Ross Filice</p>
<p>Good morning,</p> <p>I am writing in response to the Arizona Avenue Bridge Replacement Project. I support the inclusion of a multi-use trail on the old Glen Echo Trolley Trail right of way as part of this project, and I prefer DDOT use a paving material that can be utilized by bikes year around. I suggested asphalt.</p> <p>Thank you, Hungyen</p> <p>----</p> <p>Hungyen Le Nguyen</p>
<p>Dear Ms. Bentley: I support the inclusion of a multi-use trail on the old Glen Echo Trolley Trail right of way as part of the bridge project there. Please use a paving material that can be utilized by bikes year</p>

Comments
<p>around.</p>
<p>Darryl Anderson</p>
<p>Anna-</p> <p>Thank you for listening to the Palisades community to right-size the community center.</p> <p>We now have another issue where developers are seeking to pave the Trolley Trail with gravel. My family and neighbors strongly oppose this proposal. The trail runs right behind our house and we use it all the time. Our community already has an abundance of concrete, asphalt and gravel paved paths. For commuters and others who want paved options, they have them. But for neighbors and families with small children who want an option that is natural, for wandering to and through the trees, the Trolley Trail is it. Plus, our neighbors are getting frustrated by water run-off issues. More paving increases that problem too.</p> <p>Please DON'T PAVE OUR WOODS!</p> <p>J.B. Schramm XXX Sherier Pl NW</p>
<p>As a Ward 3 resident, and as the father of a young cyclist, I would like to express my resounding support for the inclusion of a multi-use trail on the Glen Echo right of way to accompany the rebuild of the Arizona Avenue bridge. Having access to a trail that can be used in all weather should be an easy decision for DDOT, as we have few similar recreation opportunities for young cyclists. The Capital Crescent Trail is simply not suitable for a family oriented trail, which makes having this trail especially important. Further, I would hope that DDOT would ignore the protest of those whose home abut the trail who want the trail to remain their own private backyard. This is a private taking of a public amenity, and something that DDOT should determine is not the best use of the property for the most people.</p>
<p>Steve Seelig</p>
<p>Dear Ms. Bentley:</p> <p>I realize you are doing big-picture thinking on the Arizona Avenue Bridge Replacement Project. I write to ask that these plans include a 10-ft wide paved multi-use trail on the Glen Echo Trolley Trail right of way.</p> <p>I am a daily bicycle commuter and also rely on my bicycle for the majority of my trips in the District.</p> <p>I am frequently in the lower section of MacArthur Blvd and find it extremely dangerous to use Canal Road to get to Georgetown and beyond. The route as Google Maps directs puts the bicyclists in a main lane of Canal Road with no shoulder and no protection. Every time I do it, I face road rage from angry commuters who think bikes have no right to use that segment of road. It operates largely as a commuter route for people who live in Potomac or McLean and certainly not welcome to District residents who choose to bike..</p> <p>If Vision Zero is more than a slogan and is intended to be a guiding principle for choosing to make bicycling safer and to help the city meet its goal of moving bicycle use from 5% of commuters to 12%,</p>

Comments

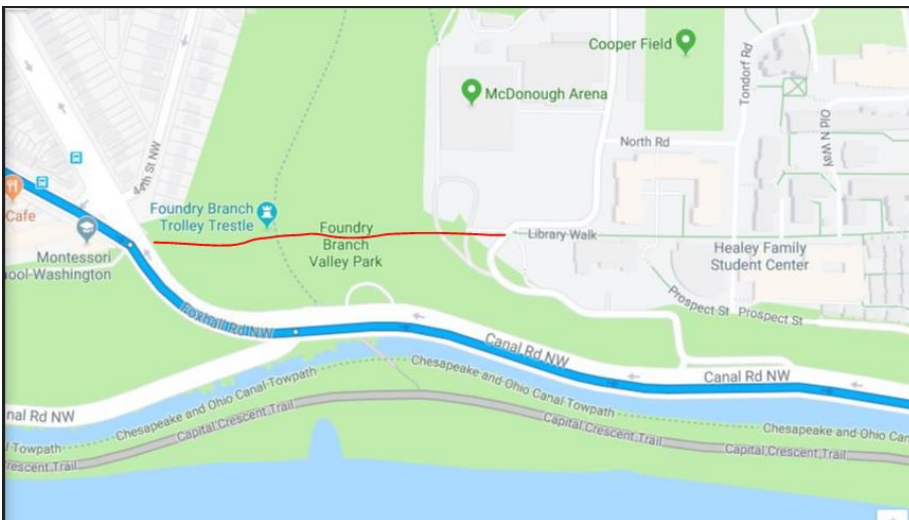
then we need to use these kinds of rare opportunities to build the infrastructure. A paved trail that can be used year round is the right connector.

I assure you that if you make a single morning rushhour commute by bicycle on Canal Road from MacArthur Blvd to Georgetown, then you will declare "there has to be a better way." A paved multi-use trail on the Glen Echo Trolley Trail is that better way.

Thanks for your consideration,

Tom Hall

XXX Emery Place NW



Hi - I am writing to let you know that I strongly support a multi-use trail in the Palisades along the old Glen Echo Trolley Trail - as part of the DDOT project to replace the bridge over Arizona Avenue. I live in Arlington but travel to DC a few days a week by bike, through Georgetown. I use a convoluted way to get over toward the Palisades area to avoid a lot of heavy traffic. Having a paved trail would be a huge benefit to walkers and cyclists.

Thank you for your consideration.

Joan Oppel

Ms. Anna Bentley,

I am writing in support of the creation of a multi-use trail on the old Glen Echo Trolley Trail right of way. Further, this trail should use a paving material that can be utilized by bikes year around.

Such a trail would be an important addition to DC's trail network. It would also provide residents near the trail with a convenient and sustainable transportation option.

Sincerely,
Bradley Green
XXX 3rd Street NW

Comments
<p>Good morning Anna-</p> <p>I wanted to reach out and share my support for the creation of a multi-use trail on the old Glen Echo Trolley Trail - preferable an asphalt surface to allow cyclists (with road bikes like myself) to enjoy it as well. Hoping to hear positive news in the near future!</p> <p>Andrew Venaglia Logan Circle, DC</p>
<p>Dear Ms. Bentley, I live in the XXX block of Sherier Place with my family. We have arguably used the public facilities in the Palisades (Trolley Trail, Crescent Trail, Palisades Park, Battery Kemble Park, Sibley cafeteria, Library, Key Elementary, C&O Canal and towpath, every lock house, Potomac River, D6, M4, & D5, all trails on National Parks Service lands, Fletcher's Cove, etc.) more than anyone else in the last two decades - so we are experts on public space.</p> <p>I am writing to urge you to retain the current natural landscape of the Trolley Trial and reject the proposal to pave the trail including "decomposed granite" or "all weather surfacing." Two years ago the recreation center was beyond-capacity packed at a community meeting, in overwhelming opposition to changing the condition of the trail.</p> <p>I am an avid biker on MacArthur Blvd. and the Crescent Trail (on weekdays). From this experience, I ensure you that you don't want (those) bikers on the Trolley Trail. I feel terrible for any family that try to take children on the Crescent Trial on a nice weekend day. The speeding bike traffic is perilous with weekend bikers going to fast past small children wondering or learning to ride a bike. I won't take my bike on the Crescent on weekends because it is just too rude to any families trying to use the trial and too frustrating to watch bikers rudely approach children to closely. This lovely trail has become too dangerous for families on the weekends, and you don't want to encourage or allow access for that type of behavior on the Trolley Trail.</p> <p>Also, the existing natural green space, woods, bamboo, and wildlife is true treasure for children, families, rabbits, dogs, etc. In its current form, parents have luxury of letting kids roam freely on the paths; backwards, side to side, circuitous, etc., without worry of an aggressive biker, or even runner, coming around the corner (which is happening every minute on the Crescent every weekend). The current environment and condition of the Trolley Trail is very accessible, functional and should be retained. It is the highest use of that space already.</p> <p>Thank you for your consideration and I appreciate your efforts to make the Palisades and Washington DC the best place to live.</p> <p>Mike and Michele Keegan (XXX Sherier Place, NW)</p>
<p>Dear DDOT,</p> <p>I am writing to express my support for upgrades to cycling infrstructure in Ward 3. Specifically, I support replacing the Arizona Avenue bridge and the proposed multi-use path from Galena Place to Battery Kemble.</p> <p>There are currently no bike lanes within the Palisades. This project would provide a vastly improved path for active transportation. This project would represent one more step toward achieving the goals</p>

Comments
<p>of Vision Zero. Finally, this project would create an enhanced amenity for the Palisades neighborhood and for Ward 3.</p> <p>Leigh Ann Evanson XXX Tunlaw Rd NW Washington DC</p>
<p>Dear Anna and Zahra,</p> <p>I support replacing the Arizona Avenue bridge and I support the proposed multi-use path from Galena Place to Battery Kemble.</p> <p>There are currently no bike lanes within the Palisades. This project would provide a vastly improved path for active transportation. This project would represent one more step toward achieving the goals of Vision Zero. Finally, this project would create an enhanced amenity for the Palisades neighborhood.</p> <p>I fell off my bike and was hospitalized for 24 hours while biking from Palisades to Georgetown to work in 2014. I believe that bike trails in Palisades could help prevent needless accidents that occur with residents trying to get around in an active way on bikes.</p> <p>I lived for 2 years on MacArthur Blvd, and found it quite dangerous for me to bike there, let alone my boyfriend's children. I now live in Glover Park, and welcome any bike lanes that would help keep cyclists safe.</p> <p>Amanda XXX Beecher Street NW</p>
<p>Hello,</p> <p>I am a ward 3 biker and I support the inclusion of a multi-use trail on the old Glen Echo Trolley Trail right of way as part of this project. I would prefer not being penalized by the perception that bikes are dangerous and will run people down, and that the trail would use a paving material that can be utilized by bikes year around such as asphalt or concrete.</p> <p>Thank you for your consideration!</p> <p>Emily Curley Woodley Park</p>
<p>Dear Anna –</p> <p>As a Palisades resident and business owner, I wanted to take the time to write in support of the pedestrian bridge and trolley trail enhancements at Arizona Ave. in the Palisades Neighborhood.</p> <p>Both the trail and the bridge are great amenities that we enjoy as we use the park frequently. The current trail is often unusable in its current condition due to mud and standing water. It could be a much better asset with the improvements, particularly for our side of the neighborhood across Arizona Avenue.</p> <p>The trail and bridge improvements would also go a long way in helping reducing traffic and parking issues on Sherier Place while providing safer access to the park.</p>

Comments
<p>Thank you for your consideration.</p> <p>Jimmy Ervin President Velocity</p>
<p>I want to add my voice to those pointing out that a crushed stone trail would not be high speed. I ride a road bike an, while I'll ride on crushed stone at times, it is never very fast.</p> <p>Edward Mikesell Glover Park</p>
<p>Hi there,</p> <p>I am writing in support of replacing the Arizona Bridge with the proposed multi-use path from Galena Place to Battery Kemble. As you know, there are currently no bike lanes within the Palisades. While I would have no problem, as an adult and an everyday bike commuter on Connecticut Avenue from Van Ness to Dupont, riding on MacArthur Avenue, trails like this are essential for students and beginning bikers to travel through their neighborhoods safely. In addition, trails are great (and safe) for walkers, and joggers too. I understand that some folks have expressed concern that the trail might become a bike highway and therefore not only not conducive for multi-use, but not for students or novice bikers either. I can totally understand this concern and believe that there are certainly traffic calming (is that a term we use to slow bicycle riders?) things that can be taken to ensure a safe pace – the idea of using crushed stone for some (or all) of the path will certainly accomplish this goal. Because, as you probably know, it is difficult for thin-tired bikes (the ones with the ability to move very quickly) to move quickly or safely on crushed stone, but, perhaps more importantly is the visual and audial cues to slow down as you ride on crushed stone.</p> <p>As we look for ways to encourage active transportation for our fellow citizens, multi-use paths, where available, I think, should be encouraged! And, of course, this project has the opportunity to create an enhanced amenity for the Palisades neighborhood.</p> <p>One other thought – how about developing a bike-highway test route for commuters. I would think that if there were bike-only lanes separate from traffic, that that would greatly encourage bike commuting. Just a thought, but other cities have them and perhaps DC could find a good route to test the idea. BTW – every now and then I use the Bethesda to Georgetown trail to ride to work, and I have witnessed idiots who speed there – perhaps some cute Burma Shave signs could be erected reminding people to ride at an appropriate speed and slow down when others are present, pass slowly and safely, etc... who knows.. might help.</p> <p>FYI – my home address is XXX Reno Road, NW</p> <p>Thanks for the opportunity to voice my support and good luck with your important work,</p> <p>John</p> <p>_____ John Mitchell</p>
<p>Hello Anna and Zahra,</p> <p>I strongly support the plan to replace the Arizona Avenue bridge and develop a multi-use path from</p>

Comments
<p>Galena Place to Battery Kemble.</p> <p>There are currently no bike lanes within the Palisades and no bike lane connector between that area and Georgetown, where I live. This project would go a long way towards solving that problem, providing a safe, car-free route that would bridge most of the gap between the two neighborhoods and allow pedestrians and cyclists to avoid the most dangerous and congested areas along MacArthur Blvd. Much of the discussion about this project has focused on Palisades residents, but it also would be a valuable improvement for those of us who live in Burleith, Foxhall and Georgetown.</p> <p>I urge the city to make this plan a reality. It would be a great addition to the area's recreational amenities and a critical safety improvement for pedestrians and cyclists.</p> <p>Thank you,</p> <p>Peter Eisler XXX 30th Street, NW</p>
<p>Anna,</p> <p>Just to indicate my support for replacing the Arizona Avenue bridge and for the proposed multi-use path from Galena Place to Battery Kemble.</p> <p>There are currently no bike lanes within the Palisades. This project would provide a vastly improved path for active transportation. This project would represent one more step toward achieving the goals of Vision Zero. Finally, this project would create an enhanced amenity for the Palisades neighborhood. Although I am not a Palisades resident, I live in Ward 3, and know how important it is for families to have safe bicycle options.</p> <p>Karl Driessen XXX Brandywine St NW</p>
<p>Hello Anna and Zahra,</p> <p>I hope you're doing well. I'm getting in touch to express my support for replacing the Arizona Avenue bike/ped bridge and the proposed multi-use crushed gravel path from Galena Place to Battery Kemble. Connecting the Palisades down to Georgetown and the C&O and capital crescent trail would be great for my family just as my son is a few years off from learning to ride.</p> <p>There are currently no bike lanes within the Palisades. This project would provide a vastly improved path for active transportation. This project would represent one more step toward achieving the goals of Vision Zero.</p> <p>I live nearby Palisades in AU Park, and I think this kind of bike and ped linkage would be a great benefit to the entire ward.</p> <p>Thanks for considering my support for the project.</p> <p>Matthew Davis XXX Ellicott St NW</p>
<p>Dear Anna and Zahra,</p> <p>I support replacing the Arizona Avenue bridge and I support the proposed multi-use path from Galena Place to Battery Kimble.</p> <p>There are currently no bike lanes within the Palisades. This project would provide a vastly improved path for active transportation. This project would represent one more step toward achieving the goals</p>

Comments
<p>of Vision Zero. Finally, this project would create an enhanced amenity for the Palisades neighborhood.</p> <p>My 10yo son and I enjoy bike rides together, and currently time the capital crescent trail from near our house in AU Park down into Georgetown. It would be wonderful for us to have another option with slower bike traffic and crushed stone for more leisurely pace!</p> <p>Thank you,</p> <p>-Mike</p>
<p>Hi Ms. Bentley,</p> <p>The following are my comments for the Pedestrian Bridge and Connecting Trail Over Arizona Avenue:</p> <p>Pedestrian Bridge:</p> <p>The drainage area down to trail on the east side of the pedestrian bridge is almost 1 acre of forest area, open space and rooftops. This is a low spot on the trail. The last four properties located on the south side of Sherier Place near the intersection to Arizona Avenue abut this portion of the trail. These properties are also below the grade of the existing trail surface. I am very concerned that altering/increasing the trail and the bridge deck grades and raising bridge support elevation will adversely impact drainage on to the properties. It should be noted that a portion of the current runoff flows easterly via bridge deck into a storm drain (SD) grate and/or down the east ramp;</p> <p>The following pedestrian bridge improvements would be a major concerns:</p> <ol style="list-style-type: none"> 1. An increase to the bridge deck length and grade; 2. The Arch bridges option; and 3. The replacement of the support particularly if the proposed elevation is higher than the existing elevation; <p>I oppose the west ramp with northern access as shown in preliminary plans. It will ruin the west view line of site.</p> <p>I'd like to see the west ramp with southern access as indicated on the web page. I hoping that this would be made available prior to the next community meeting to the neighbors most affected by the line of sight.</p> <p>Trail:</p> <p>I currently oppose the objective/purpose for the proposed trail improvements. This trail improvement will not alleviate the Palisades Park high traffic access or parking problems during high sporting activities.</p> <p>I oppose the conversion to a multiuse trail. I could not find the DDOT definition of a multiuse trail. If it includes bicycle use, then the proposed east trail terminus connects to National Parks Service Battery Kemble trail which excludes bicycles. The proposed trail improvement objective seems unnecessary as the current serves function for pedestrian. In addition, if the purpose of this multiuse trail is to connect to Georgetown via the Foundry Branch trolley bridge, then this project should await for that project's</p>

Comments
<p>outcome before moving ahead.</p> <p>Many trail users opt to walk along the Sherier place sidewalk when it is wet outside. Also, during the summer months, there is higher traffic on the sidewalks to avoid the mosquitoes in this trail area. The proposed improvements would not change these two conditions.</p> <p>Comments to the preliminary plans:</p> <p>Trail typical shows “shoulder” swales to the trail. The trail typical (and presentation) does not show how these swales drain. Shoulder swale adjacent to the above properties do not drain to a SD grate;</p> <p>Trail typical did not shows how water would drain from the proposed surface. Will there be a percolation or soil compaction test on top of the existing trail surface for infiltration/drainage purposes? If so, would this data available for the next community presentation?</p> <p>Will residents be able to how deep to the top invert of the 7.5’ diameter drinking water line that runs beneath the trail?</p> <p>The preliminary plan should address how the three sheet-metal access panels (to the 7.5’ diameter drinking water line beneath the trail) will be relocated.</p> <p>A “do nothing” scenario should be presented along with the proposed options.</p> <p>Phong Trieu</p>
<p>I would like to strongly support the replacement of the Arizona Ave pedestrian bridge and enhance the trolley trail with a crushed stone surface. It is a travesty that we cannot use the beautiful trail due to mud and uneven surfaces. Crushed stone would allow for walking and running without concern for speeding bikers who happily use the crescent trail. A few home owners who object should not ruin the opportunity for a healthy outdoor activity for all members of the community.</p> <p>Thank you.</p> <p>Helen Burstin Carolina PI NW</p>
<p>I'd like to request 1) that the trail be made of a pervious material. I'm told the current plan is for something hard as a brick. Also, 2) Please be sure this trail is still friendly to and safe for walkers. It should not turn into a fast moving bicycle-only path or be susceptible to that. Lastly, 3) please do not install lighting of a type or brilliance that will disturb wildlife or the houses that abut the trail.</p> <p>Thank you for your consideration.</p> <p>Ellen Nunnelee XXX Sherier Pl., NW</p>
<p>I am writing in strong support of the replacement of the Arizona Ave pedestrian bridge and enhancement of the trolley trail with a crushed stone surface. The path and bridge provide a safe and convenient means of crossing Arizona, a trek that has otherwise grown ever more hazardous for children given the congestion and distracted driving below. The proposed bridge enhancements will not only make the crossing more suitable those with disabilities, but also to strollers and children's bicycles, and the crushed stone pathway will help relieve the problem of poor drainage that makes it</p>

Comments
<p>too frequently muddy and impassable. The crushed stone design is a worthy compromise: a way to provide better access to strollers and low-speed bicycles without the downsides of asphalt.</p> <p>Mark Blumenthal XXX Carolina Place NW</p>
<p>I support improvements to the bridge over Arizona!</p> <p>My biggest concern is that we not do anything to make that trail more friendly to bicycles.</p> <p>The Crescent Trail is like a high-speed road and extremely unfriendly for pedestrians, runner, and people walking dogs! Commuters on bicycles pay no attention and are a serious menace. I do not want our beloved trail from Galena to the park and beyond to become another highway for cyclists.</p> <p>Jill Riley Architecture and Design XXX Galena Place NW</p>
<p>Yes. I am in favor of all the changes (improvements) to the Arizona Ave Pedestrian Bridge and adjacent sidewalks. Please make it accessible for all people with ADA ramps.</p> <p>Thank you Ruth Samuel Cathedral Ave NW</p>
<p>We support this very needed project and use the bridge to get from Sherier over to Key School.</p> <p>Thank you for considering.</p> <p>--</p> <p>Best, Katherine Kranenburg</p>
<p>I am looking forward to this project's completion. I live along the trolley line further down on Sherier Place and am an avid bike rider. Traffic congestion in the neighborhood continues to worsen and we have no bike lanes on MacArthur (or anywhere else in the Palisades). A safe means by which children can go to the park and explore more of the neighborhood would be a welcomed improvement. Thanks, Doug Dupin, XXX Sherier Place, NW</p>
<p>To Whom It May Concern:</p> <p>It is my opinion that the Trolley Trail should remain unpaved. There is so much paved space in our neighborhood, it is necessary to leave parts of it green and natural. Directly parallel to the trail is Sherier Place, a residential street that has greenery and is paved. If a bicyclist or other wheeled neighbor needs to pass through, they can take Sherier.</p> <p>I have lived in the Palisades for my entire 22 year old life and the "au naturel" trolley trail played a crucial role in my growth. It is an untamed space to fully enjoy and understand nature. I think it would be detrimental to take this last green space away from our community.</p> <p>Regards, Bishop Snedden</p>
<p>I'm writing to ask that the Trolley Trail be left as it is. It is a unique natural resource to have what amounts to a nature trail so near the downtown area.</p>

Comments
<p>Anyone who has walked a bike trail will tell you that despite posted rules and protestations of politeness the great majority of bikers do not give warnings and some ride much too fast. My apologies to those few that are polite.</p> <p>Also, there are plenty of parallel bike paths in the area so why spoil a unique natural trail?</p> <p>Finally, I gather that the biking contingent has mobilized people from Maryland to their cause. If ever there was an issue that should be decided by the DC residents of the area this would seem to be it.</p> <p>Thank you for your attention and please save the trail.</p> <p>Sincerely,</p> <p>Alex Wheeler XXX Galena Pl.</p>
<p>I'm a citizen of the Palisades (I've lived there for 15 years and my children are 4th generation citizens of the neighborhood). I strongly oppose paving the trolley trail.</p> <p>Alison Kinnahan Cathedral Avenue NW</p>
<p>Hello -</p> <p>Just sending a quick line to support development of the palisades trail for better use. A surface that is more solid than dirt but not asphalt or asphalt like would be useful - esp if it can make the trail usable to bikes but not for fast riding. This should be done in parallel to development of more links to the Capitol crescent trail and/or bike lane striping on MacArthur Blvd. both these options would provide fast biking routes while allowing the multiuser trail to serve local riders.</p> <p>Warm Regards</p> <p>John Silson</p>
<p>Regarding the proposed changes to the trail between Galena and the Palisades Rec Center:</p> <p>I am a homeowner on Sherier Place between Galena and Arizona. I am highly concerned that putting a hard surface on the trail will make it unsafe and unusable for children and walkers. I can see the trail from my kitchen and there is a steady flow of family members and kids happily using it. Rain does not decrease trail usage as it is flat and does not get very muddy. A paved surface will disrupt all this and shift the usage to cyclists who have other options.</p> <p>I would be ok with some modest improvements to the trail, perhaps crushed gravel. But anything harder than that will change the character of the trail for the worse and endanger children.</p> <p>We have heard that there are plans not only to pave the trail but to eventually extend it to Georgetown. Why do this when the CCT is so close by? A high volume of cyclists will materially harm quality of life on my street and in the neighborhood generally. It's essential to keep the trail welcoming and safe for children, especially young children who can use it to get to the Rec Center even</p>

Comments
<p>though they aren't old enough to cross Arizona by themselves.</p> <p>A much higher priority than improving the trail is to build a safe sidewalk on either side of the Arizona bridge. And more could be done to make it possible for cyclists to access the CCT from Arizona, instead of ruining our neighborhood trail.</p> <p>Sincerely, Danny Rose</p>
<p>Dear Ms. Bentley,</p> <p>I am writing as a homeowner in the Palisades who lives on Sherier Place. Our house is on the side of the trolley trail and our family literally uses the trail nearly every single day to go to the Palisades Rec center, and my children often take that route to walk to Key School. We see the regular and steady amount of foot traffic of people using the trail -- particularly children, dog walkers, and recreational walkers. It is well used, rain or shine - and our stretch of the trail between Galena Place and Arizona is pretty flat and does not get very muddy.</p> <p>I am very concerned about the recent proposals to use a type of surface to pave the trail in a way that would ostensibly make it become like a bike path at the expense of it being a way for our children and neighbors to safely access the Rec Center and our public school. I would no longer be able to walk easily to the park or have my kids use the trail to access the park, with bikers using the trail going at high speeds -- it would endanger us and the other families in our neighborhood.</p> <p>As a user of the Capitol Crescent Trail, I experience the impact of what introducing a high-speed bike conduit into our residential area would mean - where cyclists travel at high speeds and carelessly - and would benefit bikers and commuters instead of the residents who are trying to access the Rec Center. Those of us who actually use this path for that reason are against the asphalt/paving like surface. The stated intent of this renovation is to benefit people like us, people trying to safely access the Rec Center, but in reality we would be the ones harmed by this proposal.</p> <p>We - and many of our neighbors -- would strongly prefer a solution that includes the basic crushed gravel - and to make access to the footbridge over Arizona Ave to be accessible on both sides of Arizona as another and existing paved pathway.</p> <p>We participated in the community survey - and the results of that survey showed the majority of the actual residents do not want to have this become a paved path or a surface that is in essence just like paving. The proposed crushed gravel as it was presented at first seems very different than the surface recently shown at meetings which is like asphalt. It feels like a 'bait-and-switch' has taken place instead of finding a moderated solution, this seems like a paved solution in the end anyway, that the majority of the community was vocally against.</p> <p>I also again against the use of public resources to fund yet another paved trail in our neighborhood - between MacArthur Blvd and the CCT - there are two well built and already publicly funded options within blocks of this trail, and it seems like a highly wasteful and inequitable use of transportation resources. Given all of the other transportation needs in just our neighborhood let alone throughout the city, this seems like a poor use of taxpayer dollars.</p>

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<p>I'm also highly concerned about the proposals to make the trail 10' wide, and there has been no information presented about the impact or how this would be accomplished. It would obviously have an adverse impact on the natural assets - including it would require trees to be removed and the loss of grass areas, etc, that are beneficial to the environment and the neighborhood. This includes not having any information about the impact on property jurisdictions or impact has been communicated.</p> <p>I hope you will take these comments under consideration and I am happy to discuss any of them further.</p> <p>Laura Segal XXX Sherier Place, NW</p>
<p>Hi Anna,</p> <p>In response to the Reconstruction and Rehabilitation of the Pedestrian Bridge and Connecting Trail at Arizona Avenue Project I would like to state that I strongly oppose any paving or lighting of the trail. The need for this is unwarranted as there are already multiple trails and routes currently available for cycling - Capital Crescent, C&O Towpath, Macarthur Blvd. In addition, the current trail is also suited for cycling and naturally keeps cyclists to a slower pace. We have limited green space in a city and paving to accommodate a few individuals is wasteful and not environmentally friendly.</p> <p>As stated in the document, "The purpose of this project is to rehabilitate or replace the superstructure of the Arizona Avenue pedestrian bridge and ramp, to provide proper clearance over Arizona Avenue...". If the bridge is in need of repair then I would support the repair/replacement however you need to address the issue of objects being thrown from the bridge into traffic. And is the bridge in disrepair? The document does not indicate if there is any structural issues and in the 25 years I have lived in Palisades I have never heard of an issue with this bridge.</p> <p>The document also states, "during the preliminary design phase adding a pedestrian access ramp on the south side of Arizona Avenue will be evaluated". Does this mean there will be a second ramp or not? If so, this sounds costly which would be wasteful. The community would probably be better served with a proper crosswalk and signage at the Arizona and Sherier intersection to allow for crossing to the existing pedestrian ramp when needed.</p> <p>The document further states, "will also include drainage, stormwater management facilities, and landscaping along the trail". This makes sense and I would support but the maintenance of this landscaping needs to be addressed. DC barely maintains Palisades Park landscaping so it is almost a certainty that said landscaping would be overrun quickly.</p> <p>The document further states, "This bridge and trail project will upgrade the existing facilities to current standards and provide improved access from the neighborhood to the Palisades Recreation Center". I don't see the need for this "improvement" and think it is completely subjective. I run on this trail at least 5 days a week and it is a fantastic resource with many people using in different ways. It is peaceful, natural and best of all not over-developed as much of our neighborhood has become.</p> <p>Thanks. Ava Thek Sherier Pl.</p>

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<p>We are longtime residents of the Palisades and wanted to weigh in on the aspect of the Arizona Avenue Bridge Project that effects the old Trolley Trail that runs from Arizona to the Recreation Center and then further down to Nebraska Ave. Those of us who live along that trail and use it on a daily basis value what we have come to call our local "greenway." It's such a pleasure to be able to walk along the trail and not worry about being hit by speeding cyclists, which is often the case on the Capital Crescent Trail. It's a wonderful green space, sort of a village green that many of us cherish as an integral part of the neighborhood. A neighborhood that we moved to because of its natural setting. The idea of it being paved, even with a crushed stone surface--especially a 10-foot-wide space--is truly distressing. People walk their dogs, stroll and jog along the trail every day. Kids can ride their bikes and there is also access by sidewalk to the recreation center on Sherrier. There are birds and wildlife on the trail and we want to keep it in its natural state, or at most create a space like New York City's HiLine. We don't need racing cyclists. We need a walking trail. We also don't need to have Chain Bridge Road, which is a narrow lane that deadends, become a spillover parking lot for the expanded recreation center. It's already hard for emergency vehicles to get down the road.</p> <p>We moved to Chain Bridge Road in 1979 and shortly afterwards construction was begun on the water main beneath the old Trolley Car right-of-way. There was a long and heated debate at the time about whether or not to create a bike path on the trail after the construction was finished. It was voted down. People wanted to keep the trail green. We still want to keep it green. There are already too many paved surfaces in the area and run-off is a real problem.</p> <p>Thanks so much,</p> <p>Diane Bolz Michael Finn XXX Chain Bridge Road, N.W.</p>
<p>Hello Anna –</p> <p>I understand that the public comment period pertaining to the trail running through parts of the Palisades area ends today.</p> <p>I am a resident of the Palisades and frequent user of the trail so I just wanted to express my support for a path that continues to be safe for kids, walkers, baby-joggers, etc. as opposed to a paved bike path.</p> <p>Thank you in advance for your consideration.</p> <p>Matt Kinnahan</p>
<p>Ms. Bentley, in the past few weeks, knowing that our greenspace was being threatened, I have made note of all the people, young and old, using the space. I've looked upon them somewhat mournfully, knowing that there are forces that want to ruin what's perfectly fine. But the thing I noticed the most was that after <u>any</u> rain, light or heavy, the only spot of the backtrack that had standing water was the section on which DDOT had put down a few "permeable surfaces" as testers a few months back.</p> <p>Hmmmmmm.</p>

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<p>Please leave it green.</p> <p>Kim Snedden Chain Bridge Rd NW</p> <p>Dear Zahra,</p> <p>I am attaching the advisory statement on the trolley trail approved by ANC 3D at its meeting Wednesday night. When I saw you in attendance, I thought it was to answer talk about this issue, and hadn't realized you were there to discuss 49th Street. Even so, the ANC serves the community best when agencies reply in writing, so we ask you to review these findings, consider them with <i>Great Weight</i>, and get back to us when you can.</p> <p>I am copying Anna, because I understand she is coordinating the public comments. While officially, the ANC is supposed to communicate with DDoT, (hence, addressing the letter to you, directly) we fully support including this letter as part of the public record for all to see - as it will appear on our own web site - so feel free to do so.</p> <p>Thanks and have a good weekend, Michael</p> <p>* * * Michael Sriqui ===== ANC, 3D04 (Palisades) ===== www.MichaelSriqui.com</p>

Comments



GOVERNMENT OF THE DISTRICT OF COLUMBIA
ADVISORY NEIGHBORHOOD COMMISSION 3D
PO Box 40846, Palisades Station
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Ms Zahra Dorriz
Project Manager, Arizona Avenue
Pedestrian Bridge and Trail Project
District of Columbia Department of Transportation
55 M Street, Southeast
Washington, DC 20003

Via E-mail

6 June 2018

Dear Ms Dorriz:

Thank you for presenting plans for the proposed Arizona Avenue Pedestrian Bridge and Trail Project at public meetings in the Palisades and online. At its regular public meeting of 6 June 2018, and before a quorum of its members, (six), Advisory Neighborhood Commission 3D voted 8-0, with 1 abstention, to approve the following findings and advice pertaining to the project's design phase, which by statute and standing practice are to be afforded *Great Weight*.

Background

The underlying proposal represents the latest of several attempts over the last five years by some neighborhood residents and other interests to transform the existing trail along the former right-of-way of the Washington and Great Falls Electric Railway into a re-surfaced, multi-use trail through the Palisades. The current iteration proposes such a transformation for a segment of the right-of-way on both sides of the Palisades Recreation Center, stretching from Galena Place, N.W. to the intersection of Sherier Place and Nebraska Avenue, N.W. Connected to proposed trail improvements are plans to reconstruct the pedestrian bridge over Arizona Avenue between Sherier and Dorsett Places, N.W., and to extend a sidewalk on the western side of Arizona Avenue from Sherier Place to Carolina Place, N.W. Rehabilitation of the bridge and trail is one means of meeting plans attached to the renovation of the Palisades Recreation Center calling for improved non-motorized access to the site.

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<p data-bbox="224 243 412 264">Community Sentiment</p> <p data-bbox="224 289 1039 485">In conversations with its constituents stretching back through various past proposals and into this one, the Commission finds that the current plans for the trail attract significant controversy and divergence of opinion in the community, as exhibited by the public comments the Department has thus far received. At issue is the increased access promised by trail improvements against the future viability of the trail as a well-loved, relatively tranquil path that pedestrians feel they can safely share with slow-moving, recreational bicycle traffic. Residents frequently express their unease regarding aggressive cyclists on the Capital Crescent Trail, which is one of two – with the C&O Canal towpath – multi-use trails already in the neighborhood that are both close and roughly parallel to the trolley trail.</p> <p data-bbox="224 554 406 575">Trail Surface Material</p> <p data-bbox="224 600 1032 709">Because it speaks to how future uses will affect the trail's character, the Commission urges the utmost discretion in selecting a medium to re-surface it. Indeed, the most thorough and empirical assessment of community sentiment on this question to-date was a 2015 neighborhood survey sponsored by the Palisades Citizens' Association in which a near outright majority of respondents favored the current dirt and grass surface among five possible choices.</p> <p data-bbox="224 709 1032 795">The Commission finds that the current proposal to use binder-fortified decomposed granite media may be inconsistent with the spirit of compromise necessary to accommodate residents' range of views on this matter. In multiple samples provided by its vendor, the bound granite results in a cement-like surface potentially at odds with neighborhood sentiment.</p> <p data-bbox="224 795 1032 884">The Commission advises the Department to strongly consider non-stabilized decomposed granite for the majority of the trail. The bound product may be useful at steep grades, but is problematic as the main surface. We believe a looser medium would discourage excessive bicycle speeds, while mitigating current problems such as mud and uneven footing.</p> <p data-bbox="224 884 1032 993">We urge that potential surface media be thoroughly vetted before the community and that its views be systematically solicited and aggregated, such as via a majoritarian ranked voting system. In this spirit, we advise the Department to consider laying several meters of various surfaces near the Palisades Recreation Center and allowing neighbors to assess them and provide feedback for a period of at least three weeks.</p> <p data-bbox="285 1062 539 1083">Capital Crescent Trail Access</p> <p data-bbox="224 1108 1039 1371">Providing a safe and viable access point from our neighborhood to the Capital Crescent Trail near the intersection of Arizona Avenue and Canal Road, N.W. would go a long way to diffuse the controversy attached to this project because it would speak directly to the goal of many to increase access to bike-friendly routes within the neighborhood. The Commission feels that assertive engagement with the National Park Service to access its land along Arizona Avenue between Potomac Avenue and Canal Road for the purpose of extending the west-side sidewalk even further than currently proposed is a worthy use of its time and resources, especially given the controversy around the trolley trail. Please provide a thorough update to the Commission as to the current state of outreach between DDoT and NPS. Which offices and individuals at DDoT are currently engaged in such outreach? Who are they dealing with at NPS? Has the Department sought the support of our Congressional representation toward making inroads with NPS?</p>

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Status of Above-Ground Power Lines

Despite requests to do so stemming from the two community leaders' meetings, the Department and design team have not provided an update as to any plans PEPCO has to relocate the power lines above the right-of-way underground. The Commission requests the Department to reach out to PEPCO on this matter. If any relocation is slated within six years of the scheduled start of major construction activities related to the bridge and trail, the Commission advises coordination so that both projects can go forward jointly. Please also address the Commission as to whether the Department believes burying the power lines would impact work on the pedestrian bridge, as a stand-alone issue.

Existing Sidewalks

The Commission applauds the Department's decision to make sidewalk extensions along Arizona Avenue, N.W. a part of the wider trail and bridge project. It notes, however, that, given the proposed layout of the new pedestrian bridge, continuous, paved access to the Recreation Center far beyond Galena Place would be made possible simply by extending the sidewalk on the southwest side of the 5300 block of Sherier Place a mere 200 feet. This potentially addresses the issue of non-motorized access in a cost-effective manner and quells the intensity of debate in the neighborhood. The Commission requests that the Department report back on the feasibility of this approach, and that it further provide the Commission and community with a cost comparison of:

- the project as currently presented to the community
- a modification entailing reconstruction of the pedestrian bridge with sidewalk extensions as outlined above

Fiscal Impact

The Commission requests information regarding current cost estimates for this project, broken down into its main components of bridge reconstruction, trail improvements, sidewalk extensions, landscaping, and other expenses. We further request that such information be made publicly available on the project's web site.

Ultimate Scope of Trail

On numerous occasions, the representatives of both DDoT and the design team stated that the scope of this project entails only the areas in proximity to the Palisades Recreation Center. The Commission feels that such information tended to mislead the community, once a DDoT employee revealed, at the most recent public meeting, that the Department's long-term aim is for a re-surfaced multi-use trail to extend all the way into Georgetown. Based on conversations with our constituents, we find this to be a material issue that affects views on the underlying project as proposed. The Commission advises that, in the interest of public

disclosure, the Department and design team make the ultimate aim for the trail known publicly, beginning with a written statement to ANC 3D.

Thank you for your continued work and outreach. The Commission appreciates the Department's timely and complete response to its questions and advice outlined above.

Most Sincerely,



Stephen Gardner, Chairman

Please accept my comments regarding DDoT's Arizona Avenue Pedestrian Bridge Project.

1. DDoT should address some of the serious transportation issues that negatively impact the quality of life in the Palisades. According to DDoT's MoveDC Plan, the Palisades has access to fewer transportation alternatives than neighborhoods in Ward 7 and 8 (<http://wemovedc.org/resources/Final/ExecutiveSummary.pdf>, see page 3). Addressing Maryland and

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Virginia commuter traffic issues are much more critical than improving access to the Palisades Recreation Center along a six block section of the old Trolley Trail.

2. Why is DDOT proposing to rebuild the Arizona Avenue pedestrian bridge to meet federal highway regulations, when trucks and commercial vehicles are prohibited from using Canal Road and Clara Barton Parkway. Wouldn't it be more cost effective to install larger signs, clearly stating the bridge height, and "limbo poles" on each side of the bridge to keep trucks from hitting it?

3. DDOT should instead design and install a comprehensive, interconnected system of pedestrian/bike paths on city sidewalks and streets in the Palisades, using existing infrastructure, including street lights. This will be less expensive than rebuilding a single pedestrian overpass. DDOT should use existing at-grade intersections for this system of pedestrian/bike paths, instead of building expensive new bridges or renovating deteriorating pedestrian bridges.

4. Looking at the big picture, DDOT should consider extending the Purple Line from Bethesda to Georgetown, along the Capital Crescent Trail, serving the Palisades, and connecting to the proposed Metro and streetcars. If that project is too big, DDOT should consider extending the proposed streetcars from Georgetown to Sibley Hospital along the old Trolley Trail, with stops for George Washington University at Mount Vernon, Safeway, the Palisades Branch Library, the River School, Key School, the Palisades Recreation Center, Grand Oaks Assisted Living, the Renaissance Center, as well as the shops and restaurants along MacArthur Boulevard.

5. DDOT should improve access to transportation alternatives for all Palisades residents - as the MoveDC Plan proposes - not just those living within six blocks of the Palisades Recreation Center. Please look at the bigger picture.

To better understand Palisades transportation issues, please read Dan Dalrymple's article, "The Trolley that Built the Palisades: Saving the #20" in the Summer 2018 issue of **The Conduit**: http://www.palisadesdc.org/newsletters/2018/2018_summer_Conduit.pdf. The old Trolley Trail can solve some of our transportation issues.

Respectfully,

Kent Slowinski
wksla@aol.com